Washington State Department of Transportation

US 395/NSC-Francis Ave to Farwell Rd - New Alignment

Project Information	
PIN: 600001A	As of Date: January 2018
Region: Eastern	Regional Admin: M. Gribner
State Route: US 395	
Current Status: Completed	Legislative Districts: 03, 04, 06, 07

Project Description

Spokane lacks adequate capacity for North/South traffic through Spokane from I-90 north. Constructing two lanes between Farwell Road and Francis Avenue and completing the grading between US 2 and Wandermere will increase capacity and reduce travel time and delays on this section of the new North Spokane Corridor (NSC). Individual sections of the corridor will be designed and constructed under separate projects. Tiger Grant funding was provided to construct the southbound lane of the project.

Gray Notebook Text

1113Q6 GNB 48 (December 2012) WSDOT completed the $209.9 million U.S. 395/North Spokane Corridor – Francis Avenue to Farwell Road project this quarter. This section of the North Spokane Corridor decreases travel time, fuel usage, and congestion, while improving safety by reducing the potential for collisions on local roads and surrounding arterials. When complete, the North Spokane Corridor mega-project will improve mobility by providing drivers direct north and south access between I-90 and U.S. 395 through Spokane. The U.S. 395/North Spokane Corridor – Francis Avenue to Farwell Road project was originally reported as being operationally complete in September 2009 (see Gray Notebook 35, p. 66). In January 2010, the mega-project received a $35 million Transportation Investment Generating Economic Recovery (TIGER) grant to build additional southbound lanes between Freya Street and Farwell Road, and to complete the Parksmith interchange. Budget performance: This project was operationally complete for $209.9 million, which was on target with the last approved budget. The original legislative budget for the project was $108.3 million in 2003, but the scope of work expanded several times as additional projects were added. Schedule performance: This project was operationally complete in October 2012, on target with the last approved schedule. The original legislative schedule set completion for July 2008, but additional work funded by the TIGER grant pushed the final schedule to the fourth quarter of 2012. Francis Avenue to Farwell Road - Southbound Lanes: This project completed the southbound lanes between the Francis Avenue and Farwell Road interchanges. It constructed three additional concrete lanes as well as 3.5 miles of divided highway, five highway bridges, two pedestrian bridges and a roundabout. Benefits: Three additional lanes between Farwell Road and Francis Avenue and the addition of an interchange at Parksmith Road increase capacity and reduce travel time and delays. Highlights and challenges: WSDOT received $35 million through a federal TIGER grant for the Francis Avenue to Farwell Road – Southbound Lanes project in 2010. These federal dollars funded approximately $26.7 million of the $27.6 million project. Due to low construction bids on this project the United States Department of Transportation allowed WSDOT to use its TIGER grant savings to support final work on the Parksmith interchange. Parksmith Interchange: This project completed the interchange at Parksmith Road near the Mead community, north of Spokane. It included final grading, gravel sub-surface, and final paving of the northbound and southbound on- and off-ramps. Basic ramp grading was a component of an earlier North Spokane Corridor project. Project benefits: The Parksmith Interchange project is the final component in the northern 5.7-mile section of the North Spokane Corridor. The interchange increases capacity and reduces travel time while improving connectivity to the homes and businesses in Mead as well as nearby commercial and industrial properties. Highlights and challenges: The accepted construction bid was slightly higher (1.1 percent) than the engineer's estimate. The remaining federal dollars from the Francis Avenue to Farwell Road - Southbound Lanes project provided more than $8.2 million of funding for this $8.7 million project.

Project Milestones

Milestone	Original Date	Current Date	Status
Project Definition Complete	Q3 2003	Q3 2003	On Schedule
Preliminary Engineering Start	Q3 2003	Q3 2003	On Schedule
Environmental Complete	Q3 2003	Q3 2003	On Schedule
Right of Way Complete	Q1 2004	Q1 2004	On Schedule
Contract Advertisement	Q1 2004	Q1 2004	On Schedule
Operationally Complete	Q4 2012	Q4 2012	On Schedule

Project Cost Summary ($ in Thousands)

Project Status	Leg. Initial Budget	Current Leg. Budget	Current Approved Cost
Preliminary Engineering	$5,810	$8,282	$8,282
Right of Way	$41,000	$55,000	$55,000
Construction	$61,470	$146,596	$146,612
Total	$108,280	$209,878	$209,895

Project Funding Summary - Current Approved Cost ($ in Thousands)

Project Phase	Nickel	TPA	Pre-Existing Funds	CWA	Other	Total
Prelim Engineering	$8,282	$0	$0	$0		$8,282
Right of Way	$55,000	$0	$0	$0		$55,000
Construction	$102,822	$0	$43,790	$0		$146,612
Total	$166,104	$0	$43,790	$0		$209,895

Project Web Site: https://www.wsdot.wa.gov/projects/us395/northspokanecorridor/